

—See Roy Campbell for wood sawing and feed grinding—corn, oats and wheat.

—Mrs. W. A. Huntsman has returned from a visit with relatives in Kansas City.

—Blaine Buetzer and wife, of near Mound City, visited with relatives and friends in Oregon, this week.

—Leave your Laundry at Dawson-Campbell Clo. Co.

—Miss Nellie Breit spent Saturday and Sunday at Savannah with home-folks. Little Raymond McIntyre accompanied her.

—A. L. Shafer has just received three fine deer heads and a bob-cat, mounted, that are dandies, from his brother, John, in Buffalo, Wyo.

—Elba McNulty, accompanied by his mother, Mrs. A. R. McNulty, of Mound City, were in Oregon, Saturday last, visiting numerous friends.

—Woolen Horse Blankets, with wool in them; Lap Robes and Auto Shawls, direct from Woolen Mills to dealer. See them and get prices at Foster's.

—Poland-China Glits and Males for sale. Vaccinated and priced right. Both Phones. H. E. MILNE, Forbes, Mo.

—L. I. Moore is having a new roof put on the building, occupied by Moore & Kreek and others. The work is being done by The Oregon Plumbing Co.

—John Knox and family, of Forbes, have removed to Prairie du Sac, Wis., where they expect to make their future home. We wish them health and prosperity.

—Dr. Willard Proud, who has been in Chicago for four weeks, taking a polyclinic course, will return, Friday of this week, and will be in his office, Saturday, November 1.

—N. Stock, A. W. Seeman, Will Hanna, Paul Frye, Frank Morgan and Thomas Kreek were at Broken Bow, Neb., last week, and registered in Uncle Sam's land drawing.

Our Wool Nap Blankets are just as warm as wool, without the scratch. Let us show you.
KREEK & HASNESS

—M. S. Conrad, of Council Bluffs, spent a couple of days here this week, visiting his son Guy, wife and baby, Margaret. He thinks that granddaughter is just the finest ever.

—There will be a box-supper at Lincoln schoolhouse, Friday evening, November 7, given by the pupils. Proceeds to be used to assist in purchasing a school library. Everybody invited to attend.

—Second number of the Winter Lecture Course, R. O. Bowman, one of the greatest entertainers on the platform today, will be at the Christian church, next Tuesday evening, Nov. 4th, at 8 o'clock.

—LYSOLL DIP Positively Kills Lice, Fleas, Mites, Ticks and All Disease Germs. Endorsed by Government. Sold under a guarantee that if it doesn't do the business, you don't pay one cent.

—Ed. J. McMunn, formerly of Forest City, but for a number of years residing near Percival, Iowa, where he is extensively engaged in farming, was in Oregon, last week, on some real-estate business. He is looking fine, and says he and family are prospering.

—A. VanBuskirk has traded his 53 acres, adjoining Oregon on the northwest, to James E. Ramsay for his 120-acre farm in the Nickell's Grove school district, four miles northeast of Oregon. The VanBuskirk tract was valued at \$12,000 and the Ramsay tract at \$18,000.

—"Tuck" Smith, of near Bigelow, is now riding around in his new car, a Studebaker, "25," Charley Book, of Mound City, making the sale. "Tuck" says he has not found his decoys that so mysteriously disappeared, and that he believes that Sheriff Gevin knows where they are.

—Captain Steve Graves, of Mound City, had an accident, Saturday evening, of last week, October 25, 1913, that came near resulting fatally. He was in his office, and in walking toward a window, stumbled and fell into the window, severely cutting himself around the head. He is now getting along all right.

—At our hour of going to press, we learn of the death of Fred Krauer, of the Marion school district, in Nodaway township, which occurred Wednesday, October 23, 1913. We hope for an obituary for our next issue. Funeral services will be held from the home, Saturday afternoon and interment will be in the Nodaway German M. E. cemetery.

—Insist on having a Closed Crotch Union Suit. They cost no more—\$1.00, \$1.50, and \$2. Cooper's Pure Wool at \$3.00. DAWSON-CAMPBELL CLO. CO.

—More than 1,000,000 pounds of fresh dressed meats arrived in Chicago on Friday of last week, from Canada. The prices ranged from 8¢ to 10¢ a pound, which is lower than Chicago packers usually pay for beef on the hoof. A few days before 42 car loads of Canada cattle were handled at Chicago, heavy heifers selling at 67.40.

Maxwell "25" WINS

Mount Falcon Hill Climb

THE MAXWELL "25" climbed Mount Falcon in eleven minutes and thirty-two seconds—a rise of 2620 feet in three and one-half miles.

It would be impossible to put a car to a harder test—this is conclusive evidence of the quality of the MAXWELL "25" There were eight entries.

Come in and look the car over and ask for a demonstration of this wonderful car.

HINDE BROTHERS
Oregon, Mo.

State Sunday School Convention.

DEAR FRIENDS:—We ask that you kindly present the State convention, its rights, importance, benefits, inspiration and uplift to all of our Sunday schools. Get as many delegates from your school as possible.

Make the State convention one of the features each Sabbath. Don't fail to do this. Get others in your school to talk for and indorse this great and helpful organization.

Then report each week how many delegates you have secured—keeping the blank until your last report, which please mail to us not later than November 10. Get a large delegation and go with them and get a broader vision of the duties, opportunity and privilege afforded in the Sunday school of today. Will each Sunday school superintendent please take this matter up with their schools at once. Yours truly,

BOOSTER COMMITTEE, HICKORY TOWNSHIP.

—One-third off on all untrimmed Shapes and Fancy Feathers. Special prices on Ribbon during the rest of October. Special prices on Trimmed Hats this week and next at Mrs. E. A. NETHERLAND'S.

—Our Congressman, Charles F. Hooper, was around among our people Monday, and he had that "tired look," that impressed one that he had been doing something. He says the special session has been a long, trying one, and looks for only a week's vacation between the adjournment of the special and the convening of the regular session.

—George S. Lukens, one of our rustling real-estate dealers, has sold 40 acres, about three-fourths of a mile south of Oregon, belonging to the Samuel Spurrier estate, to Albert Kunkel for \$100 per acre, cash in hand. This is one of the best, if not the best price per acre, that has ever been paid in the county for land, considering the number of acres involved.

—Dr. T. A. Long reports to us that he has had a hog to die, and also had to kill a horse that showed all the symptoms of rabies. These animals had been exposed to the dog that bit him, and for which he went to Kansas City for the Pasteur treatment. The doctor says he is feeling fine, and as he was bitten October 13, he anticipates no trouble from the bite now, eighteen days having elapsed since he was bitten.

Burr Oak.

—J. L. Anno is having a concrete cave built.

—Henry Kerns is building a corn crib for Sid Eads.

—George Cotten is able to be out again, after quite a long illness.

—Mrs. Jane Blachly was a guest at the home of her brother, Sol. Anno, and family, Sunday.

—Mr. and Mrs. Miller Blachly and daughter, Esther, spent Sunday with Mrs. H. A. Bowles and daughter, Fern.

—Joe and George Stone and families spent the first of the week with their parents, Mr. and Mrs. Nick Stone.

—Miss Ella Hopper returned home, Saturday from Tarkio, where she has been visiting her sister, Mrs. Robert Spoon.

—Mr. and Mrs. Willard Bledsoe were called to St. Joseph, last Saturday, by the death of their little granddaughter, daughter of Will Walden and wife. Other relatives from here, who attended the funeral, were, Mrs. Jim Sinclair and daughter, Lou, Mr. and Mrs. George Snider, Jack Cotten, and Mrs. Nan, Elder, of Mound City. Ego.

The Genuine DOMESTIC
Shipped Direct From Factory
Approved by the
The kind your grandmother used, three 2000-sterm use. Two machines in one—both lockstitch and chain stitch. Latest model—18 Days Free Trial.
No money down—no obligation. You need not pay a penny until you have tried your machine 15 days. Your choice of terms. Cash after trial or easy payments as low as \$1.00.
30-Day Guarantee. Return to your dealer for a full refund. The most liberal return policy in the world. Write now for Domestic Book and full particulars. This great offer, a postal will bring it FREE by return mail. DOMESTIC SEWING MACHINE CO. Dept. 8200 CHICAGO

New Manager.

John Speer, who has had charge of the Forest City Mill and Elevator for the past sixteen months, will give up the mill business tomorrow night and devote his entire time to the store business. Since he took charge of the business more than a year ago he has done a good business in that line beside adding the coal business to it, in which he has built up a good trade. His many friends will miss him around the mill. The new manager will be Bert Everson, formerly cashier of the Bank of Forest City, well known and an excellent business man, and we predict success for him in his new place. —Forest City News.

Fall Care of Roads

III.—Gravel and Sand-Clay Highways—Necessity of Systematic Road Management.

THE repair and maintenance of gravel roads are very similar to those of earth roads. Before a gravel road can be effectively maintained it should be put in thorough repair. The repair should restore, in the first place, the drainage structures of the road to proper condition. The gravelled way itself is repaired by first clearing away all refuse and vegetable matter or other perishable material which may have worked on the surface from the sides or otherwise. The road should then be carefully reshaped by a scraping grader and by hand work with rakes. Sometimes a harrow is useful. Unless the road is directly underlaid with pure sand or clay there need be no hesitation in breaking up the old hard surface, for a new layer of gravel will not otherwise bind well with the old layer. If there is an excess of large pebbles or stones on the surface these should be removed, or they may be used if of sufficient amount as a new bottom course on some considerable section of the work. New gravel may then be applied for a wearing coat. Before beginning this operation earth shoulders should be thrown up to hold the new material and to prevent waste.

Where gravel contains an excess of sand it does not bind and form a hard, smooth surface. A moderate amount of clay is not harmful, but where considerable clay is present the gravel becomes softened in wet weather and the road may go to pieces. It may sometimes be necessary to screen gravel into sizes for repair work, as in gravel construction. The "fines" should not be piled on top of the road in a thick blanket, however, but only

if possible, rolled before any new material is spread. If the gravel is merely dumped upon the surface and roughly spread with shovels, a good job will not result. It is usually necessary to have one or more men with rakes who can constantly remove larger stones and keep them ahead of the dump in the bottom of the layer. If large stones form a considerable percentage of the gravel, men should be placed with rakes at the pit or on the road to remove them. Frequently there is sufficient gravel on the road, and it requires only reshaping with the grader to put the road in good condition for maintenance.

The use of bituminous binder on gravel surfaces has produced good results. The essential requirements are the use of well graded gravel with no large stones or pebbles in the upper layer and a thorough mixing of the binder with the gravel. Large stones on the surface tend to start ravel. It appears that the lighter asphaltic oils mix more readily with gravel and may be incorporated after applying by using a spring tooth harrow. Usually a new application of asphaltic oil will be required after one or two seasons where there is heavy frost. Where light asphaltic oil is applied to a gravel road surface a brush harrow has been used to mix the oil and gravel with good effect.

Maintenance.
A gravel road surface may be effectively maintained by the use of hand rakes, a scraping grader and sometimes by the split log drag. The ruts and horse track which develop may be filled by raking for a time, but later new material must be added. When



POORLY CONSTRUCTED GRAVEL ROAD.

enough should be used to fill the voids. Excess "fines" not containing clay may be used as a sublayer in low spots. The amount of gravel necessary for repairing gravel roads is, of course, governed by the general conditions of the road. If a road has been allowed to continue unimproved for it will need from four to six inches of gravel as a repair surface.

A gravel surface cannot be kept under traffic as a permanent road, and every precaution should be taken to prevent the tracking of vehicles in one rut. It is desirable to have a gravel road crowned at least three-fourths inch to the feet, and as it will always tend to flatten somewhat, it is well to have the crown a little excessive on a new road surface. It must be remembered, however, that a sharp

holes are to be filled they should first be cleaned of dust or mud and the edges loosened with a pick.

Sufficient gravel of the proper size for such work should be placed along the road at intervals. The piles should be large enough not to be scattered and wasted, and a careful record of the quantity should be kept.

A split log drag or a plank drag can be used advantageously in gravel road maintenance when large stones have been removed. Sometimes a scraping grader is useful in reshaping gravel roads. The main benefit from the road drag is due to the smoothing of incipient ruts and the constant preservation of the crown. If serious ruts begin to form at the edges of the road they may be refilled by hand raking to good advantage.

The material should be drawn always to the center, as the gravel tends to work outward. In using a road drag upon gravel surfaces it is desirable to have both blades of the drag shed the entire length with strips of iron with the dimensions two inches by three-eighths inch in section. It is well wherever possible to roll gravel roads once a year.

Repair and Maintenance of Sand-Clay Roads.

All the general features of maintenance, such as clearing waterways and dressing shoulders, apply as well to sand-clay roads as to metalled roads. In all cases the cross section should be carefully maintained to insure good surface drainage, and all ruts, hoof marks and depressions likely to hold water should be smoothed away, so that there will be no standing water on the road.

The special feature of sand-clay maintenance is the repeated smearing of the surface to close it against the penetration of moisture as far as practicable. The best method of effecting this is to use a simple drag, such as the split log drag, as frequently as the surface seems to need it.

The dragging should always be done after a rain when the surface is plastic. There are two periods following rain when the soil is in suitable condition for dragging. The first period is almost immediately following the rain when the road is very wet and soft. Then follows a period when the soil is too sticky for dragging, and this is followed by a third state when there is a process in the soil analogous to setting, and at this time the dragging is of greatest benefit.

Dragging should be begun along the outside edge of the traveled way, and the first return trip should be along the opposite edge. It should advance toward the center, and the last trip should be made directly in the center

with the drag linked up straight so as to spread the accumulated material evenly.

If at any time the road becomes badly worn or out of shape, the entire section should be plowed, disk harrowed, reshaped with a drag or grading machine and rolled. It is not uncommon when sand-clay roads are new to find that there is an excess of clay. In this case there may not have been sufficient sand used in construction or it may have been lost by wash into the gutters. There should be a sufficient supply provided on the roadside to restore the proper mixture.

In case the road hardens in a rough condition, owing to careless dragging or to neglect, a grading machine will redress it satisfactorily. Frequently by reversing the blade of the grader the effect of an excellent heavy drag is produced that will iron out hardened ruts and hoof marks.

Road Management.
The repair and maintenance of public highways have suffered greatly from poor administrative systems. Such work is necessarily of a more routine character than the work of new con-



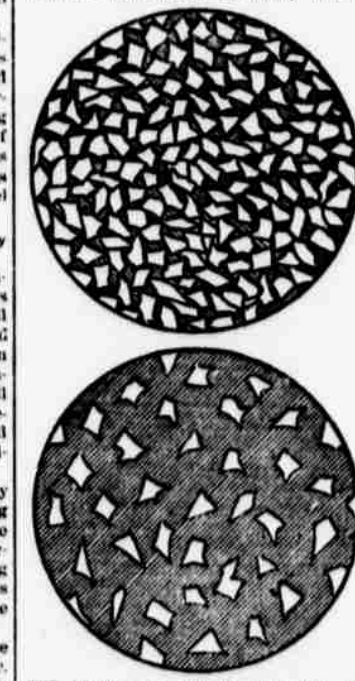
MIXING THE SAND AND CLAY.

struction, and the failure to recognize its importance has in the past led road officials to subordinate it to the execution of new work. It would seem that as just the point in road operations where stimulus of effective organization was most needed it has been absent. The only successful attempts at systematic repair and maintenance that are on record are those attempts which have been managed with skillful and strong central control.

A fundamental difficulty with the organization of road systems which must handle repair and maintenance appears to be the failure to recognize that road work is a trade which requires training. Training for road work must necessarily be obtained at the expense of the community. As a rule, road officials are not sufficiently enough to maintain their expertise and there is a constant exodus of men from road funds.

It has been pointed out that the results follow in a self-perpetuating cycle where the mismanagement of road funds leads to a constant exodus of men from road funds, which in turn leads to a constant exodus of men from road funds, which in turn leads to a constant exodus of men from road funds.

Under a competent and continuous administration there are many details



THE RIGHT AND WRONG MIXTURE FOR GRAVEL ROADS.

which can be worked out for road betterment which are otherwise neglected. It is necessary for economy to have the location of deposits of all road material within a road district placed on the road map and the quality of each deposit carefully recorded. The care of all road machinery should be in competent hands, and it should be housed and ready for use when the season commences. A gradual improvement in the grades of more important roads can be undertaken with an established profile toward which some work is directed each year.